

Voice Mail Comments

Transcript:

Ah, yes, Janice, on the waste coal to the clean liquid fluids. I have a paper in front of me, I am looking at here. And it does state that the Gilberton Coal-to-Clean Fuels and Power would alleviate alternate feed stocks for economic purposes and fuel flexibility including other anthracite and bituminous coals, plus mixtures containing petroleum coke. Now these alternate feed stocks, this is going to have to probably be outside supply. All of this is going to have to be trucked in. And the bituminous coals, where are they going to come from, Pittsburgh to Kentucky anywhere down around there? These are questions, which again, it is going to be roughly 45 truck loads in, how many truck loads out, daily? Now, ah, again, the bituminous coals that they are going to bring in, it says 50% ash content blended with the petroleum coke by a rate of 50/50 percent weight, ah, before mixing, before entering the coal mills. And is this again, the feedstock supply, is this going to be trucked in, which means more traffic coming into the area? And, ah, also, there is another thing about the fluxant. The truck and loading facility, the fluxant. To me the fluxant, when I looked it up, it says it is a substance that helps to fluidize, and also be mixed with the petroleum coke, which looks like a black sand. But again, I am just wondering, how many truck loads coming and going? Who is going to be responsible for keeping the area up? Ah, the roads itself! Where is this plant going to be located? Everybody says Mahanoy Township but, where in Mahanoy Township? And ah, what about also, you have the gases that you are going to have. Like the syngas! Where is it going to go? Is it going to have to be trucked out of our area? These are just a few of the questions. Another big problem that I see, like I said, the transportation is a big problem, it requires the optimum traffic concept and site connection to the public infrastructure. This is going to be, ah, we live right here in the area. In Morea! And, ah, also I would like to know about the large quantity of water that this is going to take. Was there a study on the water consumption? Because you are saying here in total 4,000 per minute of mine pool water are expected to cover the plant water requirements. But, was a study done on the water consumption? And, ah, the fuel gas, the electric power, export looks like no problem there. But, ah, the creation of high-quality jobs, this means traffic again! I could see the environmental benefits. Looks like the stack emissions are going to be very low, really in that case. But, ah, looking, they are going to have to have a road. If they are going to truck to I-81, you are going to need a four-lane road there. And we do need a study on transportation, the water quality and the usage of it. And, ah, they are going to have to upgrade the I-81 Interchange. This is all involved and nobody is looking into this and, we are not hearing nothing about it. Just that they want to come and, convert over and have it used for jet fuel. But also you have the beautification of the surrounding areas. We don't want it to look like a run down industrial area. Make it look like a park! And these 200-foot smoke stacks, they are not pleasant to look at and, what about the landscaping, and the trees to hide the views? What is in it for our Community, the tax base, for who? What about the park improvements? What about the road improvements? What about the water? The hot water service for the locals, why isn't this considered? These are just a few questions.

V1-1

V1-2
V1-2a

V1-3

V1-4

V1-4a

V1-5

I can't make the meeting, it is impossible. It is impossible for me to make the meeting.

My name is:

George Gaydosh

My phone number is: ---

If you want to get in touch with me.

Thank you.

This is George Gaydosh, back again. I also wanted to mention in there, about the Petroleum Coke. That is high sulfur, the higher sulfur of the content of the coal. How many trucks required to remove the sulfur from the site. Also, in there, the shell coal gasification process, it says slag in certain parts of the fly ash. The slag and ash, they have arsenic and mercury in it. Where is the slag and ash going, where are they going to put this? There are too many questions, to be here. Not just worried about the 500-1000 people that are going to be employed here just to build in a two-year process. The people here that we have to put up with like I say, we are right here, in the area here. Close by, wherever they are putting it. They say Morea Township. I would like to know exactly where in Morea Township. Put that in the meeting. Tell them, exactly where it is going to be placed. This should be in the meeting. Exactly where! Exactly where are they are going to be placed. There is no way to stop any of this because we have a plant up here in Morea too. They blow the tanks out every morning. About 3:00 o'clock in the morning.

V2-1

V2-2

I realized there is steam in there. We are picking up iron oxide on our cars every morning we look out. We have this red ash on our cars. They keep saying this is from the trees which is the most stupid statement I ever heard in my life. We know it is steam, steam in the boilers. When that is coming out, naturally the rust is formed in there. It is iron oxide coming onto our cars. But, they are telling us the trees. I never heard of anything. This was the DEP, I think, in Pennsylvania. They looked into it. I just don't agree with ½ of the things that are going on. There should be something done with that plant up there too. That is needed bad, out there. They have to install a heat recovery, a blow-down control to reduce the blow-down steam emissions. This is what is creating the spots on my car. They could put in on their CFB boiler, as well as the new station. And this should be a stipulation for public approval, as well as the road upgrades and beautification projects. This should be all for public approval.

V2-3

Thank you.

Gaydosh, George (V1)

Comment V1-1

Gaydosh, George (V1)

Comment V1-1

I have a paper in front of me, I am looking at here. And it does state that the Gilberton Coal-to-Clean Fuels and Power would alleviate alternate feed stocks for economic purposes and fuel flexibility including other anthracite and bituminous coals, plus mixtures containing petroleum. Now these alternate feed stocks, this is going to have to probably be outside supply. All of this is going to have to be trucked in. And the bituminous coals, where are they going to come from, Pittsburgh to Kentucky anywhere down around there? These are questions, which again, it is going to be roughly 45 truck loads in, how many truck loads out, daily? Now, ah, again, the bituminous coals that they are going to bring in, it says 50% ash content blended with the petroleum coke by a rate of 50/50 percent weight, ah, before mixing, before entering the coal mills. And is this again, the feedstock supply, is this going to be trucked in, which means more traffic coming into the area? And, ah, also, there is another thing about the fluxant. The truck and loading facility, the fluxant. To me the fluxant, when I looked it up, it says it is a substance that helps to fluidize, and also be mixed with the petroleum coke, which looks like a black sand. But again, I am just wondering, how many truck loads coming and going?

Response:

Section 2.1.5.3 lists the fuel and materials requirements for the proposed facilities. The facilities would be fueled with beneficiated anthracite culm from the local area, but they could also operate on a blended fuel containing up to 25% petroleum coke. The use of bituminous coal has not been proposed.

The EIS uses the term “flux” for the material the commenter calls “fluxant.” Limestone would be used for this purpose. Section 4.1.7.8 and Appendix G provide estimates of the number of daily truck trips needed to deliver culm, fluxant, and other materials to the site.

Comment V1-2

Who is going to be responsible for keeping the area up?

Response:

The culm that would be used as feedstock for the proposed facilities would be obtained from culm banks created during previous anthracite mining in the region. Pennsylvania law (25 Pa. Code §88.181.243) requires that re-mined culm banks be graded to minimize erosion and that vegetation be successfully established for at least 5 years. Consequently, operation of the proposed facilities would result in WMPI’s reclamation of anthracite mined lands in the adjacent valley and the region.

Comment V1-2a

Where is this plant going to be located? Everybody says Mahanoy Township but, where in Mahanoy Township?

Response:

Figure 2.1.2 is a map showing the location of the proposed facilities.

Comment V1-3

Like the syngas! Where is it going to go? Is it going to have to be trucked out of our area?

Response:

The synthesis gas would be processed to produce approximately 5,000 barrels of liquid fuels per day. The liquid fuels are planned to be shipped from the facilities solely by rail. The unreacted synthesis gas would be sent as fuel gas to the combined-cycle power plant. The combined-cycle power plant would use all excess fuel gas from the facilities to generate electricity using a gas turbine and steam turbines. A stack would discharge flue gas to the atmosphere.

Comment V1-4

I would like to know about the large quantity of water that this is going to take. Was there a study on the water consumption? Because you are saying here in total 4,000 per minute of mine pool water are expected to cover the plant water requirements. But, was a study done on the water consumption?

Response:

The potential impacts of project water use are discussed in Section 4.1.4. This includes impacts to surface water, the mine pool, and groundwater sources.

Comment V1-4a

They are going to have to have a road. If they are going to truck to I-81, you are going to need a four-lane road there. And we do need a study on transportation, the water quality and the usage of it. And, ah, they are going to have to upgrade the I-81 Interchange.

Response:

The proposed project does not include any new public roads or improvements to interchanges with I-81. Potential impacts of the proposed project on traffic conditions are discussed in Section 4.1.7.8. Potential impacts to water quality are discussed in Section 4.1.4.

Comment V1-5

What is in it for our Community, the tax base, for who?

Response:

See response to comment S1-1. Beneficial and adverse impacts to social and economic resources in the local community are addressed in Section 4.1.7.

Gaydosh, George (V2)

Comment V2-1

How many trucks are required to remove the sulfur from the site?

Response:

Approximately 2 truck trips per day (1 to the site and 1 from the site) would be required to remove the sulfur generated by the consumption of culm. If the proposed project were to use a blend of culm and 25% petroleum coke (Section 2.1.2), as many as 7 round trips per day could be needed, owing to the higher sulfur content of the petroleum coke. Section 4.1.7.8 has been revised to include the number of truck trips. Also see Appendix G.

Comment V2-2

Also, in there, the Shell coal gasification process, it says slag in certain parts of the fly ash. The slag and ash, they have arsenic and mercury in it. Where is the slag and ash going, where are they going to put this?

Response:

To the extent possible, the slag would be sold commercially. Fine solids, excess slag, and sludges from water and wastewater treatment would be used in mine reclamation, providing that the materials meet Pennsylvania Department of Environmental Protection regulatory criteria. Materials found to be unsuitable for commercial sale or use in mine reclamation would be sent to a commercial landfill. Waste materials determined unsuitable for commercial sale or use in mine reclamation would be sent to a commercial landfill, and waste materials determined unsuitable for placement in a municipal solid waste landfill would either be treated to stabilize the material or sent to a commercial hazardous waste facility. See Sections 2.1.6.3 and 4.1.8.2 for additional information.

Comment V2-3

We are picking up iron oxide on our cars every morning we look out. We have this red ash on our cars. They keep saying this is from the trees, which is the most stupid statement I ever heard in my life. We know it is steam, steam in the boilers. When that is coming out, naturally the rust is formed in there. It is iron oxide coming onto our cars. But, they are telling us the trees.

Response:

The red ash to which the commenter refers is likely due to the breakup of bottom ash from the existing Gilberton plant that is applied to roads as an anti-skid material when hazardous road conditions occur. The proposed project would not produce this red ash; the bottom ash from the proposed facilities would be in the form of a glass-like slag, which would not be suitable for use as an anti-skid material and therefore would not be applied to the roads.

More vehicles would use the roads during construction and operation of the proposed facilities (Section 4.1.7.8), which could contribute to the breakup of the bottom ash from the existing plant. However, the increases in airborne emissions of this material are not strictly related to increased traffic volume, but rather to the occurrence of treacherous road conditions that call for the application of anti-skid material. Construction and operation of the proposed facilities would not alter the incidence of hazardous road conditions. Consequently, the proposed project is not expected to affect either the amount and frequency of bottom ash applications to local roads or the public health or aesthetic effects arising from the applications.

